SUMMARY OF EVENTS.

MARRIAGES, BIRTHS, AND DEATHS.

MARKETS. &c., &c., &c.

The steamship North Star, Capt. Miner, arrived at 1 o'clock P. M. yesterday from Aspinwall, whence she sailed on the 3d instant, with the passengers who left San Francisco on the 16th ult. in the steamship Uncle Sam. The passage has thus been made in a trifle over twenty-two and a half days, which is quicker than ever before

performed by the Panama route.

The Uncle Sam made the run from San Francisco to Pa-

The Uncle Sam made the run from San Francisco to Panama in twelve days and eight hours.

The steamships George Law and El Dorado were at Aspinwall, and would sail on the arrival of the mails.

The U. S. sloop-of-war Cyane, Commander Hollins, from Caledonia Bay, January 27, arrived at Aspinwall on the 1st instant—officers and crew all well. Nothing had been heard of Lieutenant Strain's expedition.

The steamship California left San Francisco on the afternoon of the 16th ult. for Panama, with the California mails. She was detained to give parties an opportunity to answer letters which left New York on the 20th January, and arrived at San Francisco in the steamship John L. Stephens on the 14th ult. ship John L. Stephens on the 14th ult.

The John L. Stephens had among her passengers General Wool, Lieutenant Hardie, and Governor Foote, of Mississippi.

North Star, and to the express agent of Messrs. Adams & Co. for California papers. The steamship Golden Gate, an account of the disaste

to which we gave in the last news from California, arrived at San Francisco on the 3d February, having made her way up with one paddle wheel. She would soon be repaired, and resume her place.

ASPINWALL, Feb. 16, 1854. Our Commercial Difficulties with New Granada— Action of the Provincial Government of Panama— The U.S. Mail Steamship Company—Tax on the Passengers—Treaties and their Observance.

It may perhaps not be uninteresting to many of the readers of your popular journal, to be acquainted with the nature of the difficulties between the government of the Province of Panama and the United States Mail Steamship Company, especially as these difficulties are assuming a very interesting

The beggared state of the national and provincial treasury—the cause of which can only be sought in the indolence of the people and the neglect and

in the indolence of the people and the neglect and folly of this government—has drawn the attention of the legislature to the enterprise and energy of foreigners, chiefly citizens of the United States, as a source whence, by means of exorbitant taxes, the deficiency might be supplied.

Thus, in a late law, the provincial government has presumed to change the nature of this port. The general government has expressly declared it a free port; but this law of the provincial government imposes a tax upon all vessels carrying passengers to or from this port and other ports of this province, from or to any port not in this republic. The profits accruing from the carrying such passengers to the owner or master of such vessels are estimated to amount to \$10 per passenger, and no proof is admitted to the contrary. Of these supposed profits the provincial government claims ten per cent, sothathe masters or owners of each and every such vessel is liable to pay one dollar for each and every passenger be brings or carries to or from this port to or from any port not in this republic. The same law applies of course to Panama, and thus we find a tax of two dollars for every passenger from the Atlantic coast of the United States thail Steamship Company, both on the Atlantic and the Pacific. We are informed that Mr. W. Fairchild, the efficient agent of that company in this place, has hitherto reported himself not authorized to pay this tax until he has "Law" upon the subject—and I doubt whether Mr. Law will give his sanction.

thorized to pay this tax until he has "Law" upon the subject—and I doubt whether Mr. Law will give his sanction.

What is the government doing in the meantime to enforce this law? The Governor has given orders to the American Consul to detain the papers of all vessels until the captains present a certificate at the consulate from the Tefe Pelitico; and this official will not give such certificate until they present receipts from the officer who is appointed by the Governor to collect the tax.

We do not believe, however, that the enterprising captains who command the steamers of this company will wait for a decision of the question, should Mr. Law not authorise the payment of the tax. If they cannot get their papers they will very likely feel themselves bound by their commissions from the Navy Department to go to sea without them.

Is this the manner in which American citizens and commerce are favored by the treaty of 1846 between the United States and this government? The thirty fifth article of that treaty stipulates "that the citizens vessels and merchanding of the United

threen the United States and this government? The thirty fifth article of that treaty stipulates "that the citizens, vessels, and merchandise of the United States shall enjoy in the ports of New Granada—including those of the ports of the Granadian territory generally denominated Isthmus of Panama, from its southernmost extremity until the boundary of Costa Rica—all the exemptions, privileges and immunities concerning commerce and navigation which are now and may hereafter be enjoyed by Granadian citizens and merchandise."

Again, in the same article, it says:—"Nor shall the citizens of the United States be liable to any daties, tolls, or charges of any kind, to which native citizens are not subjected, for thus passing the said Isthmus."

I doubt whether the United States will regard it

duties, tolls, or charges of any kind, to which native ditizens are not subjected, for thus passing the said Inthmus."

I doubt whether the United States will regard it any peculiar privilege, intended to be secured to her citizens by those treaty stipulations, to be compelled to pay two dollars per head for the privilege of crossing over about fifty miles of New Granadian territory, in passing from the Atlantic States to those on the Pacific, &c., and vice versa.

It is to no purpose that the Provincial government has so much taxed its shrewdness that the phraseology of the law does not exempt New Granadian wessels from the payment of that tax, for it can hardly be a secret in the United States that New Granada has no vessels which can at all be affected by this odious enactment. It cannot, in fact, be concealed that the law is expressly enacted to press money from the United States Mail Steamship Company. It affects all other vessels only nominally, as they carry only very few taxable passengers. Upon the said company alone the tax falls very heavy, and amounts monthly to several thousand dollars.

Again: The law estimates the profits realized from each passenger to be ten dollars, and exacts temper cent thereof. Suppose that such profits do not accrue to the company what right has this Province to any share in the same? Does the company hold its charter from this Province? Are the contracts between the company and the passengers entered into in this port, or in Panama; but, if at all, they must be realized upon the high seas. Such the Governor must be an aspirant for a straight jacket, if he receive full credit for his presumption to tax sessels upon the high seas, over which neither he nor any other other mortal can have any exclusive dominion, unless he justifies the tax upon the ground that he sends an imposing convoy of the stupendous New Granadian navy to protect these eteamers until they reach their port of destination.

cenvey of the stapendous New Granalian navy to protect these steamers until they reach their port of destination.

It seems to me that his Excellency the Governor might, with equal propriety—suppose the profits of an East India vessel to be \$20,000 during her voyage—send his account for 10 per cent thereon to the owners in London.

To the cradit of the republic, but to the disgrace of this province, it must be admitted that there is no other province in this republic in the ports of which a similar law is in force. Even where the most exorbitem taxes are impaced upon the importation of foreign merchandise, not one cent is demanded from captains out of the profits they may realize from passengers brought to or from such ports. This province, however, is aland of privileges, and hence, perhaps, the exception to the rule.

Mr. Editor, I trust that you will make such comments upon this article as will prompt the steam-hip company immediately to assert their rights, and will tend to a speedy settlement of the context between this government and the United States.

I am not informed whether the general government of this republic has approved of this provincial enactment. If it has approved of this provincial enactment. If it has approved of this provincial enactment. If it has sproved of the provincial enactment. If it has sproved of the States.

Our California Correspondence.

Our California Correspondence. Angel's Camp, Caleyeras Co., California, Jan. 20, 1854.

The Weather in Caleveras County-Position of the Inhabitants—Their Wants and Enjoyments— Literature—Want of the Herald—A Friendly Advice to Ourselves—Legislative Movements— Produce of the Mines—Destruction of Forests. The refrigerating process in this State has recently experienced wonderful developments. Je-

at Santa Earbara.

An association of pioneers, or Californians, who arrived previous to 1850, has been formed in Sagramento.

W. E. P. Hartnell, an old resident of California and extate Translator, died at Monterey on the 24 February. Ecomo days previously Manuel Jimeno, fermerly Secretary

seminory of the color bears of the street of all with the street in the fittines and of with the street of the fittines and of with the street of the street

Markets.

San Francisco, Feb. 16, 1854.

As is usually the case the day preceding the sailing of the steamer, we have few transactions of moment to report. Even if many sales are made on these particular days, very few of them ever transpire, as the prices are generally lower than the rates which rule both before and after the steamer's departure, the operations being forced, in order to remit proceeds by the mail.

The accounts which go home to-morrow we trust are sufficiently discouraging in their tenor to cause the suspension of further adventures to this market for two or three months after they are received. It is to be hoped that such a result was produced by the advices which went abroad from here on the 1st and 15th of January, but, if not, certainly people in the East will stop shipping when they read the circulars and reviews of the San Francisco market for the fortnight ending February 15th.

FLOUR.—We note sales of 50 bbis, Haxall, "as is," at \$9; 200 do. do. at p. n. t.; 800 qr. sacks repacked also at p. n. t.; at auction, 400 do. do. San Francisco Mills at \$7.00.

n. t.; at auction, 400 do. do. San Francisco Mills at a tree.

In Eureka, (Humboldt Bay) Oliver S. Picark, of FredeConv. Mrat.—100 bbls. sold at 45; 50 do. do. at p. n. t. rickton, N. B., aged 25 years

GRAIN—We notice sales of 300 sacks Chili barley at 1½c.; 250 do. domestic do. at 1½c.; 500 bags Mexican corn, ex Cornelia, at p. n. t.

PROVINGENS.—50 bbls. mess pork sold at p#n. t.; 50 do. clear, ex Neptune's Car, at \$17 50, cash: 23 hhds. hams, cotton covers, at 10½c.; 20 bbls. do., (at auction,) at 9c.; 65 firklins butter, choice, at 23c.; 52 do. do., fair quality, at 21c.; 30 do. do., inferior, at 19c.; 200 cases lard, in 22 lb. tins, (last evening.) at 11c.; 100 kegs do., at p. n. t.; about 200 cases do., large tins, were sold the day before yesterday at 11½c.

SUGARS.—50 half bbls. East Boston crushed sold at 11c.; 12,000 lb. China No. 1, at 7½c.; 5,000 lbs. do. No. 2, at 7½c.

CALIFORNIA STOCKS.

Plank Road Stock. 75 a 80

SACRAMENTO, Feb. 13.—There has been little doing today; business has not opened as well as was anticipated
at the close of the week. Fresh ground floor was more
inquired after to-day; and a shade less was taken for
Haxall and Gallego; quotations \$14 a \$15. Barley is
offered at ½c. below last week's rates. There is a further decline of it. per lb. on hams and bacon, and concessions on some other goods are likely to be made at an
early date. No. I China sugar and green coffee are reported as more firm at the bay; no change has occurred
here.

STOCKTON Feb. 9.—We have nothing important to report upon the state of the market this morning. Yesterday was an unusually quiet day, scareely any teams
in town. The principal part of the goods forwarded were
taken from the Levee. Our quotations are without any
change from those of last week, and the demand is yet
insufficient to produce any advance, while it is improbable that there will be any further decline.

Marriages, Births and Deaths.

Marriages, Births and Deaths.

BIRTHS.
On the 25th January, at Jackass Bar, Canon Creek, the lady of Geo. W. Thompson of a son.
February 1st, the lady of Mr. M. Frank of a son.
In Sacramento, Feb. 10, the wife of Mr. J. L. McNamee, of a daughter.

MARRIED.
In Sonoma, Jan. 20, by Rev. J. W. Brier, M. Sylvester C. Florence to Miss Jane B. Wiley.
At Maryaville, Jan. 29, by C. B. Fowler, Esq., Mr. J. D. Curry to Miss E. A. Farlie.
In Shasta, on the 29th Jan., by Homer A. Curtiss, Esq., Mr. George W. B. Yocum and Mrs. Armenia Benton, all of Shasta.
In Cornelia, Suisun Valley, by Rev. P. O. Clayton, Wm. Bullock, Esq., and Retsy Ann Kinkaid, all of Mo. At Georgetown, on Thursday, Feb. 2, by E. C. Southworth, Esq., Mr. Michael Crowley to Miss Maria Clark, both of Georgetown.
On Sunday evening, 12th Feb., by the Rev. B. Brierly, H. C. Parker, of the firm of T. Y. Hallock & Co., to Miss Mary S. Beck, late of Indianapolis.
In Placerville, the 7th Feb., by Rev. Mr. Turner, Mr. F. Wadsworth, of Adams & Co.'s Express, Diamond Spring, and Miss Mary J. Kelley, of Placerville.
On the 5th Feb., in Mud Spring, by G. W. Stafford, Esq., Mr. B. Thiebo and Miss Mary A. McKinsley.
In San Francisco, on Tuesday eyening, Jan. 31, by the Rev. C. B. Wyatt, Mr. Arthur M. Ebbetts to Lottie W. Penniman.

DIED.
In Maryaville, on the 1st February, Flora Louisa, only

Penniman.

DIED.

In Marysville, on the 1st February, Flora Louisa, only child of Dr. W. P. Thompson.

On board the steamship Brother Jonathan, on the 2d February, of inflammation of the bowels, Lucy S. Chamberlain, aged 44 years, wife of Levy Chamberlain, native of Brainard, Windsor county, Vermont.

On board of the Golden Gate, lying in the harbor of San Diego, Mr. Isaac M. Gibeson, aged about 40 years, a passen ger on the Golden Gate from the Atlantic States. Mr. Gibson was born in Philadelphia, and had resided in New Orleans eleven years previous to coming to California in 1849. Philadelphia and New Orleans papers please copy.

in 1849. Philadelphia and New Orleans papers please copy.

At San Diego, on the 24th January, Mr. Wm. Gheen, o Chester county, Fa., aged about 64 years. Pennsylvania papers please copy.

At Boaterey, on the 29th January, John D. Henery, sged 37 years, a native of Ireland.

On the 19th December, at Fayta, Peru, in the American Hospital, Mr. Charles Jay Niles, chief officer of the whaling brig Venezuela, Ed. Russel, master.

On the 27th December, at the same place, Capt. George W. Arzaington.

In San Francisco, of puerperal convulsions, Abigail, wife of Wm. H. Hyde, and daughter of Asa H. Otis, Esq., of Detroit, Michigan.

On the 14th of January, at Los Angeles, Dona Dolores Sallgatherd de Lopez, 96 years of age.

Sallgatherd de Lopez, 96 years of age.

Near Washington, Yolo county, of consumption, February 3d, Mr. Jonathan Tittle, formerly of Westmoreland county, Pa., and late Postmaster of Sacramento, aged 39 years.

In the Stockton City Hospital, February 1st, of phthisis pulmonalis, John P. Watson, from New Harspshire, aged 19 years.

39 years.

In the Stockton City Hospital, February 1st, of phthisis pulmonalis, John P. Watson, from New Harspehire, aged 19 years.

On Sunday morning early, June, third daughter of the late Israel Allison, Eq., of Halifax, Nova Scotia.

February 6, of dropsy, at the residence of Mr. Bevans, San Francisco, Francis Count, aged 59 years, of Nottingham, England.

Drowned, near Mississippi Bar, on the North Yuba, Jan. 30, Henry Jerningham Queen, formerly of Washington City, aged 25 years.

July 25th, at Los Angeles, Stephen Jarvis, aged 32, late from Sydney, N. S. W., leaving a wife to lament his loss.

In Diamond Springa, Feb. 8, of sanalipox, Gideon Drake, is the 25th year of his age, formerly from Byron, Shiwassee county, Michigan.

On the 23d of Feb., in Pajaro Vailey, at the house of William F. White, of Inflammation of the bowels, George W. Lynoh, of Salina, New York, aged 25 years.

On the Merced river, Jan. 30, James Ruddle, of erysipelas, sged 40 years.

On the Merced river, Jan. 28, Mrs. Harriet Elizabeth Smith, daughter of John B. Ruddle, aged 25 years.

In Campianyille, on Sunday morning, Feb. 5th, after a long and painful illness, Mrs. Nancy A., wife of G. P. Sandurs, aged 39 years.

At sea, Feb. 8, of palpitation of the hoart, Capt. J. S. Inglee, aged 53 years, of New York. He leaves a wife and family at Richmond, Va. His remains were brought to this port for interment.

In Downleville, on the 30th Jan., at the residence of W. G. Still, Mr. John A. Smith, aged 33 years.

On Monday morning, Feb. 13, Frederick Eugene, only son of Alonzo C. and Virginia A. Wakeman, aged 13 month and 13 days.

In Sacramento, on Saturday, Feb. 11, Louis Walter, Infent and of Lawer M. Zeichfeite and 12 days.

son of Alonzo C. and Virginia A. Waschiau, agest to month and 13 days.

In Sacramento, on Saturday, Feb. 11, Louis Walter, infant son of James C. and Mary M. Zabriskie, aged 20

Oregon.

Our news from Oregon is to the 3d. The cold weather experienced in San Francisco about the 20th of January was severely felt in Oregon. The Columbia river was obstructed by the ice, so that for more than a week there was no communication between Astoria and the country above.

The indians say that the weather in Oregon never was so cold before, and that the Americans were to blame for it. Snow had fallen at Portland fourteen inches deep. It is said that coal has been found in Polk county. Four new counties have been created.

A bill to submit the question of a constitutional convention to popular vote had been introduced into the Legislature.

Three new papers are announced as about starting—one at Portland, one at Cowlits, and a third at Albany.

The cost of the Regue River war, exclusive of the pay of seldiers, is said to have been \$93,511 25.

The Legislature has changed a number of the names of tivers and towns; for instance, Rogue river is now Goll river; Grave creek, Leland creek; Albany, Tekenah; Marysville, Corvallis, &c.

A law has been passed prohibiting labor and public amusements on Sunday.

Further difficulties had occurred with the Indians on Cequille river. Some alleged outrages by the red men were avenged by a party of fifty miners, who attacked an Indian village and killed 16.0f the aborigines.

At the residence of F. C. Cason, near Oregon City, on

At the residence of F. C. Cason, near Oregon City, on the 25th January, by Elder I. Cranfit, James P. Cason and Miss Mary E. Marsh, all of Clackamas county.

At Molalla, Clackamas county, James Larkins and Miss Harriet Stewart.

In Oregon City, Jan. 11, by Rev. Enoch Garrison, Mr. McWooden and Miss Eliza Jane Bungard, both of Lane county.

McWooden and Miss Eliza Jane Bungard, both of Lane county.

At Portland, Feb. 7, by A. L. Davis, Esq., W. H. Barnbart, Esq., of Portland, and Miss Mary D., daughter of Rev. Hamilton Campbell, of Cornwallis.

On the 1st Feb., in Yoncalla, Oregon, by D. C. Underwood, Esq., Mr. John Smith to Miss Martha Evans, of Umpqua county.

In Oregon City, Dec. 21, Mr. William Springer to Miss Ellen Turnbull, both of Portland.

At Mount Hope, Dec. 7, Mr. Ebenezer C. Keyt to Miss Susan J. Kemp, both of Polk county.

In Washington county, Mr. Ezra J. Post, of Canemah, and Miss Margaret Miller, of Washington county.

In Portland, Dec. 15, Mr. Elijah Bird and Miss Helen Perkins, both of Washington county.

DIED,
In Portland, Jan. 20, of consumption, Mrs. Malballe J.
Jacobs, wife of H. S. Jacobs.
In Portland, Jan. 20, Mrs. Lucy Fisher.
In Oregon, Feb. 1, Mr. John Elliott, Grand Master Mason of the Territory of Oregon; he was killed by the falling of a tree.

News from the Republic of Sonora.

Address of president walker—dissension in the Camp—arrival of fifty of the expeditionists—march to sonora—want of supplies—exploration of road to sonora—interesting par-

TICULARS.

The Golden Gate, Capt. Isham, arrived yeaserday morning, fifty-three hours from San Diego. She steamed up, using, however, only her larboard wheel. She looks in as fine condition as ever, and leaks but very little. She wills sone be placed again on the Panama route. The steamer Thomas Hunt, Capt. Samson, sixty hours from San Diego, arrived about the same time with the Golden Gate. By the contraining later and interestings of period of Jan. 20th carming later and interestings of period of Jan. 20th carming. On the eve of their march to Sonora the army appears to have been in a partial state of mutiny. Below we publish the last proclamation of President Walker.—

ADDRESS TO THE ARMY.

SOIDERS OF SONOKA—You are about to undertake a most glorious enterprise. You start to cross the Colorado in order to defend a helpless people from the attacks of mercileas exarges. For years the population of Sonora has been the prey of the Apache Indians. Their property has been taken from them—their wives and children has been taken from them—their wives and children has been taken from them—their wives and children has been their property of the Apache Indians. Their property has been taken from them—their wives and children has been their mothers, and murdered before the eyes of captive parents. All these outrages, at which the civilization of the whole continent blushes, have been permitted by the government which pretends to control the people of Sonora. Mexico has stood by another situents and people of Sonora. Mexico has stood by another situents and people of Sonora. Mexico has stood by another situents and people of Sonora. Mexico has stood by another situents and people of Sonora. Mexico has stood by another situents and the situation of the Apache, and make it the abode of order and civilization. It is possible that in your clause move the control the people of Sonora. Mexico has stood by another situents and the situation of the control the people sone of the people sone of the people sone of the people sone

Australian Markets.

CALDWELL, TRAIN, & CO'S CIRCULAR.

BREADSTUFF.—In our last issue, Sept. 24, we estimated the stock of foreign flour our strom the United States, including the three cargoes then alluded to as due, can be controlled the control of 6,863 harrels. Total foreign imports, 20,820 harrels. During the same period our exports of foreign and domestic amount aqual to 17,246 harrels.—leaving the imports of foreign our all exports, 3,673 harrels. The advance in the price of flour then spoken of induced speculation in the Adelside market, and much more has been received from there than we then anticipated. This, and the narket, and we are again under the necessity of holders to realize, has served to depress the market, and we are again under the necessity of controls of the control of the article dull, and a shade for the controls of a week, 50s. We estimate the stock of foreign flour now on hand at about 50,000 barrels, a large part of which is no doubt sour.

Fiold Bread.—25d. a 3d. per lb. Stocks large; the charges on such cheap and bulky articles are so excessive that such shipments must-result is loss.

Corn Meal.—No sale.

American Barley.—Dittic; both articles being only used for horsefeed. A lot of Chilian barley advertised at auction was withdrawn, 5a. being the best offer.

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American Barley.—Dittic; both articles being only used for horsefeed. A lot of Chilian barley advertised at auction was withdrawn, 5b. being the being of the best of the best of the best of the best

only from 20 to 20 per cent. The daily auction sales injure the price of this article, as well as all other kinds of goods.

FRUTS.—Dried apples, 6½d; raisins, (bloom,) 15s, per box. Most of the raisins shipped here have turned out badly, except those papered over the seams. Good figs are paying well. Currants scarce. Dried peaches and pears few in the market. Preserved fruits of all kinds, in small packages, sell at remunerating prices. Assorted cases preferred.

HARDWARE.—A good demand for most articles of general use. D. H. shovels, 70s. to 80s. per dozen; L. H. do., 40s. to 45s. Light picks are wanted, but a heavy article is unsaleable. American axes have lately brought very high prices, quoted £0 to £7 per dozen. Axe handles, 16s American scythes would sell if snaths accompanied them, but are not in demand without. A wider and heavier article is used here. American nails have not come into general use. Revolvers, a large stock and no demand. Stoves are out of season and must be held over.

MAKCHESTER Goods.—With the exception of 72 inch sheeting, now selling at from 50 to 60 per cent advance, there is very little doing in this line. Winter goods cannot be sold, and the stock of summer material is too large to give much life to the market.

OHS AND PAINE.—Sperm oil, £00 per ton; whale, black, £40 to £45; linseed oil, 7s. 6d, per gallon. White lead, 30s. to 32s. 6d, per cwt. Paints in demand, at 50 per cent advance. Spirits of turpentine, 4s. to 5s. 6d, per gallon. Provissons.—With heavy stocks of all kinds of provisions and little demand, it is difficult to quote prices. We

have heard of no nier of my moment for home consumption since one of the consumption of the consumption since one one of the consumption since one one of the consumption since one of the consumption since one of the consumption of the contraction of the consumption of the consumption of the conmonths, delivered on the conmonths of the c

amount shipped in April and the amount arriving per escort in May having been lower than for any of the months of the whole preceding year. Since then, however, the yield has gradually rallied, and the amount shipped during the month of October was the largest ever shipped from the colony since the discovery of the gold dead to the mines, for a considerable quantity of the gold comes down by prviate hands for sale, and hence the amount brought in by escort can never be depended upon as exhibiting the real yield for the time being.

In our circular of August last we gave you a note of the gold received per escort, and shipped up to the ead of July, and we now add the months of August, September, and Ogtober, comparing these with similar amounts for the last year. We need only point to the result for the month of October, as shibiting shipments to an extent that may well justify us in p. May the continuance of the prosperity of this important.

Amount of Gold received per Eccort.

Ounces.

1862. 1853. 1882. 1883.

August. 314,195 206,570 172,091 122,798 September. 307,282 208,495 101,189 191,549 October. 277,574 202,491 248,397 333,178

By the foregoing prices it will be seen that many articles of American produce are now selling at prices that would give a fair margin to the shipper if the goods were just now landed. The great drawback is the enormous storage charges on goods imported in May, June and July, when there was no outlet for them, and when they arrived in such vast quantities that holders were compelled to pay any rate of storage that colonial consciences would allow owners of storage that colonial consciences would nonger than we anticipated, as we were told September and lat of April, and those wanted for city consumption may arrive later. The wet weather this year continued tong

longer than we anticipated, as we were told Saptember would certainly end it; but it continued about through October, thus deferring trade greatly beyond our expectations.

Much to our surprise breadstuffs and provisions generally have not partaken of the animation which dry weather and good roads have given many other articles in our market. South Australia has sent us more flour than we had calculated on, and continues to feed this market to a considerable extent yet. Emigration, though large, has been considerably over estimated, and we begin to think that the estimates of milers and others as to the consumption of wheat for each substitut, and on which we based our calculations, were much too large, even after the great allowance we made, as mentioned in our issue of 5d August. We yet have strong condense that the demand for the mines will soon releve the market, and that prices will rally. We are convinced that most the demand for the mines will soon releve the market, and that prices will rally. We are convinced that most the preference over all others. American axes, picks and shovels have already displaced the English.

All goods should, be shipped in packages suitable for conveying to the mines over bad roads and in carts. For this reason molasses in hids, is very unmanageable and utterly unsaleable. To purchase small casks and draw it off here would cost more than it is worth. The same may be said of sugar. Butter in the original package of about 100 pounds each, with an outer cask filled up with salt and pickle, keeps the best and is the most saleable. Invoices should be very particular in specification and description. Those of humber should always specify the number of pieces, and should always have a ahipping mark on each piece. Invoices of buildings should always be accumpanied with specification, plan, and elevation. With these the seller and buyer both work understandingly, and a large price is obtained, and no room is left for dispute afterward.

Our correspondents must excuse us if we again c

person and to the same consigner, and the cover the other, and the lowest 50 per cent over the actual cost.

Our American friends will bear in mind that this is am English colony, and that a large quantity of provisions have been, and will continue to be received from the mother country and from Europe, and for this reason we cannot take so much from the United States as California, takes in proportion to population. We believe, however, that American provisions, if carefully cured and packed, will gradually gain favor, and come into general use. In conclusion, we would remark that we are fully persuaded that plowing accounts of our markets were sent from here between Fecember and May, such as facts would not warrant, and greatly deceiving the public; and we would now repeat what we have before intimated, that, with a market so distant as ours from its supplies, shippers should not be governed so much by quotations of prices as by statistics showing the wants of the people, and by the amount of goods shipped just previous to their contemplated operations.